

summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-ASW-16." The postcard will be date stamped and returned to the commenter.

#### Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C 106(g) 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, *Airspace Designations and Reporting Points*, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ASW TX E5—Encino, TX [New]

Encino, El Coyote Ranch Airport, TX (Lat. 26°51'30" N., long. 98°13'19" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of El Coyote Ranch Airport.

\* \* \* \* \*

Issued in Fort Worth, TX, on November 6, 1997.

**Albert L. Visselli,**

*Acting Manager, Air Traffic Division, Southwest Region.*

[FR Doc. 97-31932 Filed 12-4-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ACE-7]

#### Amendment to Class E Airspace; Belleville, KS; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; request for comments; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a direct final rule, request for comments, that was published in the **Federal Register** on October 17, 1997 (62 FR 53943), Airspace Docket No. 97-ACE-7. The direct final rule amends the Class E airspace at Belleville Municipal Airport, Belleville, KS.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 E. 12th Street, Kansas City, MO, 64106; telephone (816) 426-3408.

**SUPPLEMENTARY INFORMATION:**

#### History

**Federal Register** Document 97-27363, Airspace Docket No. 97-ACE-7, published on October 17, 1997 (62 FR 53943), revised the descriptions of the

Class E airspace area at Belleville, KS. An error was discovered in the geographic coordinates for the Republican Nondirectional Radio Beacon (NDB). This action corrects that error.

#### Correction to Direct Final Rule; Request for Comments

Accordingly, pursuant to the authority delegated to me, the airspace description for the Belleville, KS, Class E airspace area, incorporated by reference in § 71.1, as published in the **Federal Register** on October 17, 1997 (62 FR 53943), (**Federal Register** Document 97-27363) is corrected as follows:

#### § 71.1 [Corrected]

On page 53944, column 2, the geographic coordinates for the Republican NDB are corrected by removing "(Lat. 39°548'48"N. long. 97°39'30"W.)" and adding "(Lat. 39°48'48"N. long. 97°39'30"W.)" in its place.

Issued in Kansas City, MO, on October 23, 1997.

**Christopher R. Blum,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 97-31698 Filed 12-4-97; 8:45 am]

BILLING CODE 4910-13-M

## RAILROAD RETIREMENT BOARD

### 20 CFR Part 340

RIN 3220-AB32

#### Recovery of Benefits

**AGENCY:** Railroad Retirement Board.

**ACTION:** Final rule.

**SUMMARY:** In an interim rule published August 1, 1997, the Railroad Retirement Board (Board) amended part 340 of its regulations to reflect its authority to compromise debts provided that the amount recoverable does not exceed \$100,000 exclusive of interest. The amendment conformed the Board's regulations to present law. This document adopts the interim rule as final without change.

**DATES:** *Effective Date:* This regulation is effective August 1, 1997.

**ADDRESSES:** Secretary to the Board, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611.

**FOR FURTHER INFORMATION CONTACT:** Thomas W. Sadler, Senior Attorney, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611, (312) 751-4513, TDD (312) 751-4701.